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The China Mail

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage to any
part of the world) \$13.
per annum.

No. 18771.

號三十月二年七十百九千壹第

HONGKONG, TUESDAY, FEBRUARY 13, 1917.

己丁未歲年六國民華中

PRICE, \$300 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 616.



NOTICE.

ANY EUROPEAN, Non ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS

8.30 p.m. and 9 p.m., 8.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

7.30 a.m. SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.30 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 8.59 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars but already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office—
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compro order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

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STEAM OR MOTOR VESSELS
8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
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Prompt Attention and Shipment to Destination.
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COMPLAINTS SUCH AS COUGHS, COLDS,
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CHEST.

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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Manager.

Hongkong, April 11, 1912.

501



WATSON'S OLD BROWN BRANDY E QUALITY.

25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 616.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office, 42, Canton Road, Kowloon, Hongkong. Telephone No. 420.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.

Hongkong, April 11, 1912.

WONG PING WA, Manager.

BUSINESS NOTICES

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BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —
— OF HONGKONG LTD. —
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GREEN ISLAND CEMENT CO., LD.

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In Casks of 375 lbs. net.

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THE HONGKONG HOTEL

AND

GRILL ROOM

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MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

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Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
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Terms:—From \$5 per day max.

Telegraph add: "Peaceful,"
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All Electric Traction Pass Entrance,
Electric Lifts, Taxis and Lightings,
European Baths and Sanitary Fittings,
Hot and Cold Water system throughout.
Best of Food and Service.

Telephone 373.
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"VICTORIA." J. WU'CHELL,
Manager.

TANG YUK TEE, successor to

the late SIEN YING,

14, D'ARQUAY STREET.

TERMS VERY MODERATE

Consultation free.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE SUBMARINE PIRACY.

COLD-BLOODED SAVAGERY OF THE
PIRATES.

A FILIPINO'S NARRATIVE.

London, Feb. 12.
Nine ships were sunk yesterday—
seven British and two Norwegian.

All narratives of survivors agree
as to the cold-blooded savagery of
the pirates. One of the most ter-
rible tales of suffering is that given
by a member of the crew of the
Vedamore—a native of the Philip-
pines—who was picked up, seventy
miles west of the Irish Coast. He
was alone and naked, frozen stiff in
the bottom of a boat.

He says that after the Vedamore
was sunk he swam for five hours in
an icy sea, and then reached a water-
logged life-boat. He drifted in a
bitter gale, baling till he lost con-
sciousness. He was awakened by
attacks of flocks of seabirds and
found himself frozen. He spent 19
hours, praying that death would end
his sufferings.

A CREW NINE HOURS IN A
BOAT.

The Belfast steamer Sallack was
shelled without warning. An engi-
neer was killed as he came on deck.
The crew spent nine hours in a boat
after the ship was sunk before they
were rescued.

PILLAGING A SWEDISH SHIP.

A telegram from Stockholm states
that the Swedish steamer Edda was
shelled without warning, the firing
continuing though the Captain
hove-to. The pirates systematically
pillaged the ship, preventing the
crew from taking their belongings
and threatening them with revolvers.
The Edda was sunk by bombs and
the crew turned adrift in the boats,
the pirates shouting "go to hell!"

A STORY OF THE LARSKRUSE.

PARIS, Feb. 12.

The Chief Engineer, the sole
survivor of the torpedoed Danish
steamer Larskruse, employed in
Belgian relief service, states that he
was sleeping at the time of the
explosion. The ship sank in three
minutes. There was no time for the
boats to clear the ship. His own
boat overturned, and the men who
clung to it in the bitter cold and
heavy swell dropped off one by one.
The third engineer was the last to
go. He had held out for six hours
and then went mad. It was then 6
o'clock in the morning. "I held
on," said the Chief Engineer, "till
two in the afternoon when a German
submarine came up and rescued me.
I was two hours in the submarine
and was then placed in a lifeboat
containing the crew of another tor-
pedoed steamer. The submarine
promised to tow the life-boat ashore,
but left her adrift. She was eventu-
ally rescued by a French torpedo-
boat destroyer.

LATER.

The ships sunk include the
steamers Haugard (Norwegian),
Vasilisa Olga (Greek) and several
British small craft.

It is stated that the Japanese
Prince, which was torpedoed without
warning, carried thirty American
cattlemen, who landed with the
crew.

THE V69.

AMSTERDAM, Feb. 12.

A Berlin official announcement
says the V69 from Ymuiden has
arrived at a German base.

THE SO-CALLED BLOCKADE.

A WEEK'S CORN IMPORTS.

LONDON, Feb. 12.

In view of the so-called submarine
blockade, the Board of Trade figures
of the imports of foreign and colonial
corn into the United Kingdom last
week are particularly interesting,
namely, wheat, 2,766,200 cwt., and
maize 1,068,900 cwt., as compared
with 1,111,800 and 498,800 respec-
tively in the same week last year.

WHAT GERMANY EXPECTS.

LONDON, Feb. 12.

The Berlin correspondent of the
Associated Press of America has
reached Copenhagen. He believes
that war with America is unavoid-
able. Germany had instructed the
commanders of submarines not to
sink neutrals, especially Americans,
but cases must arise where an
American vessel is sunk or where
Americans are aboard neutrals in-
volved in a catastrophe. Germany
does not intend to depart from the
submarine policy lately proclaimed.
German experts believe that if the
submarines can sink a million tons
of British shipping a month besides
detaining three million tons of
neutral shipping it will force Great
Britain to consider peace. This will
have to be achieved by two-thirds
of the available submarines, one-
third being always voyaging back-
wards or repairing.

AN ADMIRAL'S MESSAGE TO A WAR LOAN MEETING.

LONDON, Feb. 12.

At a War Loan meeting at Green-
wich, Mr. T. H. Bann, M.P., read
a message from Admiral Bacon
which said: "If you will try as hard
to do your duty ashore by raising the
Loan as we are doing at sea by
sinking submarines and frustrating
other evil devices, you will make
the Loan such a success that it will
be a knock-out blow for the enemy."

BRAZIL AND GERMANY.

LONDON, Feb. 12.

Brazil, in replying to the German
Submarine Note, declined to accept
the blockade as effective or regular;
therefore protests and declares she
will hold Germany responsible if
Brazil's interests are affected.

THE "INSPIRED" MESSAGE FROM AMERICA TO GERMANY.

LONDON, Feb. 12.

A telegram from Washington
states that Mr. W. J. Bryan is
credited with the authorship of the
message to the Koebische Zeitung
(mentioned in a London telegram
dated the 8th inst.) after conferring
with Count Bernstorff. Germany's
reported suggestion of discussions
with a view to prevent war is
regarded as an attempt to mobilise
American pacifists and to gain time.

MR. GERARD.

LONDON, Feb. 12.

A telegram from Madrid states
that accommodation is being pre-
pared for Mr. Gerard at Barcelona,
where he will embark for New York.

ATTEMPTED ENEMY RAID ON VALONA.

ROME, Feb. 12.

Three enemy seaplanes attempted
a raid on Valona. Two of them were
brought down in a fight in the air
and the crews captured.

(Continued on Page 6.)

INTIMATIONS

HONGKONG HOTEL COMPANY
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, 17th February, 1917, at Noon, for the purpose of receiving a statement of Accounts of the Company for the year ending 31st December, 1916, with the reports of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 17th February, 1917, both days inclusive.

By Order of the Board:
J. H. TAGGART,
Acting Secretary.
Hongkong, Feb. 1, 1917. 1408

HONGKONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of FEBRUARY, 1917, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1916.

The REGISTER of Shares of the Corporation will be CLOSED from MONDAY, the 12th FEBRUARY, to SATURDAY, the 24th FEBRUARY, 1917 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, Feb. 6, 1917. 1409

HONGKONG
HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 8th and 9th March, in the Botanical Gardens.

Intending Exhibitors should send their entries to the Hon. Secretary not later than 28th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

A. NICOL,
Quarry Bay.
Hongkong, Feb. 12, 1917. 1486

WAR LOANS INVESTMENT TRUST
OF MALAYA.

(INCORPORATED IN THE FEDERATED MALAY STATES).

CAPITAL \$5,000,000—
in shares of \$10/- each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States.

Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July.

Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by any of the following Banks:

THE CHARTERED BANK OF I. A. & CHINA,
THE HONGKONG & SHANGHAI BANKING CORPORATION,
THE MERCHANTS BANK OF INDIA LTD.

Hongkong, Jan. 9, 1917. 1407

COLUMBIA

NEW

DANCE

RECORDS.

- 583 (Mighty Lak & Rose) Waltz
A Perfect Day
582 (Tina) " "
Eric & Rose
584 (On with the Dance) " "
Cecile
5891 (Leo Faint Medley) One-Step
At A Georgia Camp Meeting
5887 (The Magic Melody) Fox-Trot
Georgia Grind

THE ANDERSON
MUSIC CO., LTD.

4, Des Vaux Road. Tel. 1322.

'CHINA MAIL'

OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THEN KEEP IN
HOUSE TOUGH WITH THE
COLONY.

INTIMATIONS

LOST.

BETWEEN Glenale and Conduit Road, a Lady's Solid GOLD CURR CHAIN BRACELET, with Gold Padlock. Finder will be suitably rewarded on returning same to "G."

Post Office Box 258.
Hongkong, Feb. 12, 1917. 1488

NOTICE.

NOTICE IS HEREBY GIVEN that we have this day AUTHORIZED Mr. P. M. N. DA SILVA to sign our firm's name.

WORCESTER & LAMBERT.
Hongkong, Feb. 7, 1917. 1473

SECOND 1/4 RUSSIAN INTERNAL
SHORT TERMED LOAN OF 1916-17

ALTHOUGH the subscription lists were closed on the 28th December, the RUSSO ASIATIC BANK, Hongkong, is prepared to ACCEPT ORDERS for the above Loan up to the 13th FEBRUARY on the subscription terms as previously advertised.

Hongkong, Jan. 19, 1917. 1422

DIOCESAN BOYS' SCHOOL AND
ORPHANAGE.

SCHOOL DUTIES will be RESUMED on THURSDAY, 15th instant. For Terms for Day Scholars and Boarders, Apply to THE HEADMASTER.

Hongkong, Feb. 12, 1917. 1487

DIOCESAN GIRLS' SCHOOL,
KOWLOON.

THE DIOCESAN GIRLS' SCHOOL, Kowloon, will RE-OPEN on THURSDAY Morning, February 15th, at 9 o'clock. Boarders return on February 14th.

Hongkong, Feb. 12, 1917. 1491

ROYAL HONGKONG GOLF CLUB.

THE HON. SECRETARY requests members not to resort to the telephone unless indicated, in which case his numbers are:

Office.....1890
Residence.....1077

"All inquiries appertaining to Accounts etc. should be addressed to Messrs. LOWE, BINGHAM & MATTHEWS.

Hongkong, Feb. 10, 1917. 1483

RACE BOOKS.

THE only Authorised Edition of the Race Book is that Published by Messrs. NORONHA & Co., WHICH IS COPYRIGHT UNDER THE ACT OF 1911.

T. F. HOUGH,
(Clerk of the Course).
Hongkong, Feb. 10, 1917. 1480

DAIRY FARM NEWS.

JUST RECEIVED

FINEST QUALITY

RIPE AMERICAN

APPLES.

Packed by the best Growers

Splendid Flavour.

66

LESSONS IN CHINESE.

MR. LI HON YAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for ten years. He is well qualified to instruct Europeans in the Chinese language, and is possessed of a fine knowledge of the Chinese character. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to call on "China Mail" Office at No. 104, Wellington Street, second floor.

[1201]

FRENCH LESSONS

G. MOUSSION.

15, Morrison Hill Road.

THE

LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English

MANUFACTURERS & DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dishes seeking Agents can advertise their trade cards for £1, or larger advertisements from £2.

The London Directory Co., Ltd.,

25, Lombard Street, London, E.C.

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TON FOR TON LOGIC.

BY W. DOUGLAS NEWTON.

The Shipping Man had rather a determined "ton-for-ton" outlook. He expressed himself powerfully. He said everything derogatory which can be said against submarine frightfulness. And in the end he expressed his complete mystification at the attitude of the British people. "For the life of me I can't understand-us," he cried. "Can't we see that the only way to put the fear of the empty purse into Germany is to take a German ship for every British ship? Yes, and for every neutral ship, too."

"The only way to understand us is to realise that with us the 'eye-for-an-eye' ideal is barbarous. The British haven't that sort of habit."

This made the Shipping Man angry. "Yes, that's all very sound when you are fighting a straight enemy. But when you are fighting the Germans. Don't you see what this 'eye-for-an-eye' is? It means that the Germans have realised they have lost the war, and are determined to win in peace."

"You'll have to explain that," I said. "It sounds a little complex to me."

"It isn't complex at all. Shipping men understand what is happening. You people think that this wholesale sinking of commercial bottoms is the sort of recklessness of the mad dog. It isn't. There was never anything more cold-blooded, deliberate and long-headed. You think the sinking of the Britannia was a piece of 'unlovely frightfulness. I don't think it was. I think the German idea in the sinking of the Britannia was to cut another crack boat out of the Trans-Atlantic passenger route. Another luxurious vessel was removed to leave the field free for the Imperator, and the Vaterland and their like in the enormous commerce of the American transport. You can work out the same idea on all other trade routes."

"It may sound wild to honourable British ideals, but you're dealing with Germans, and if you know Germans, you will know the thing is in. Well, take their pre-war habits on this specific route, the American de-luxe route, we might call it. What were their habits, then? I'll tell you. Their habits were of a cut-throat kind, in which tricks, the British would call dishonourable were employed to get the better of our passenger trade."

"You know the German isn't an originator, but if you show him an idea he can elaborate it beautifully, perhaps better. The American passenger route proved that. The idea of the giant luxury ship was British. The White Star showed the initiative with the Titanic and the Olympic. (The Cunard people did the same thing, too, but we'll stick to the "i" boats as examples). Well, having seen that we had got ahead of them, the Germans went in for the big-Imperator type. But they did it in their own way. They waited until the Titanic and Olympic specifications were complete and the vessels building, and, naturally, unalterable, and then they put down the Imperator, an improvement, an amplification, a step further in luxury to the British plan. They made use of British ideas, you see, and went one better to cut up British trade. And I understand it was the same with the Britannia and the Vaterland, although I haven't seen either of these boats. The Vaterland nipped in ahead of the Britannia but only after the final design of the British boat had been made."

"What I'm trying to drive home in this specific instance is that the Germans are all out for the American passenger trade. And they mean to go all out after the war. After the war they'll have the Imperator and the Vaterland in hand—perhaps without half the rivalry of pre-war days. They've sunk the Lusitania; now the Britannia; others of the White Star and Cunard cracks have been put on to hospital and other war vessels and will have to be refitted. The same

with other vessels of other lines and routes. All round the Seven Seas our shipping has suffered—and, of course, gladly and patriotically, too—while the Germans do doggo and wait for peace. Peace will come, and they will flush all their ships on the seas, while we and the neutrals rebuild and refit. They recognise the facts—that's why they sink right and left. They are fighting the war of peace already."

"Now you will see why I am keen on the ton-for-ton idea. To use it will show that we are up to their little game. To use it will show them that the least we intend to do is to stand on level terms with them when peace comes. And I'm keen on it from its check-action effect, too. If when we lose a Lusitania, we make it obvious that we will repair the gap with an Imperator, and that the loss of a Britannia means the gain of a Vaterland, the Germans will soon stop their torpedoing. The German isn't a fool. He knows what he is doing. He is out to ruin our after-war carrying trade, not his own."

TREATING.

[At a recent meeting of the Ipoh Golf Club, called to discuss the question of treating, one of the speakers is reported by the Times of Malaya to have said that a large proportion of members play a game of golf and refresh themselves afterwards with a cup of tea.]

The Ipoh Golfers have proclaimed

In no uncertain voice

Their cherished Club should not be

blamed.

As no one drinks from choice.

The question whether harm is done

By alcohol must be

A purely academic one.

Where men drink only tea.

And while you struggle with the ups

And downs that gold links hatch.

The boy sets out the matchless cups

And sippers that don't match;

The milk jug fresh from Whiteaway's,

The Pritchard spoons (E.P.)

And biscuits relics of the days

Before men took to tea.

Although your fuddled Silver King

Is bunkered at the first;

Though to the rough you coldly cling

You still can raise a third.

Avoiding "Garland," "Woodward,"

"Clark."

You do the last in three,

And turn triumphant in the dark

Back to the Club and tea.

Treating as such becomes a treat

In this enlightened place;

The worst defeat is no defeat

When you can save your face.

If, having lost, you're got to sign,

The "What's it going to be?"

Is sure to draw the answer—"Mine,

"Oh, mine's a stengah tea."

You golfing men of divers Clubs,

From prejudices freed,

Follow with gratitude the Hub's

Most admirable lead.

And whether treating is decreed

Or not by others, see

That you at any rate decide

To sink beneath to tea.

[* Popularly supposed to be the graves of three local heroes.—Malay Mail.]

COUGHING INTO

CONSUMPTION

Only a Cough? but you stop it while it is ONLY a cough.

WATERBURY'S

METABOLIZED

COD LIVER OIL

COMPOUND

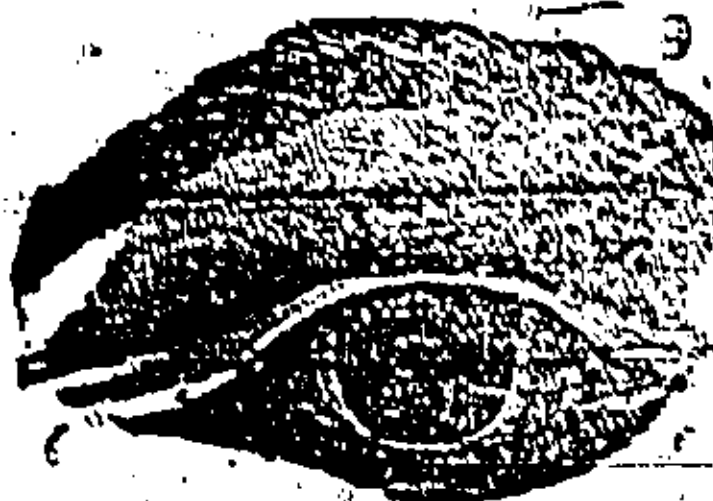
The finest preparation made for combating severe coughs.

CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED).

THURSDAY,

the 15th February, 1917, commencing at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

MISCELLANEOUS STOCK.

Comprising
Gent's Woolen Suits and Pants, Shirts, Ties, Suspenders, Socks, &c., about 100 pairs; Ladies' Boots and Shoes, Bath Robes and Gowns, Corsets, Blouses, Bath and Face Towels, Toilet Soap, &c., about 200; Tumbler, Hot or Cold Flasks, &c., Dressing Cases.

About 30 Doz. Lady's Silk Hosiery.

Terms—Cash.

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Hongkong, Feb. 7, 1917. 1473

PRELIMINARY NOTICE

PUBLIC AUCTION.

THE Undersigned have received instructions from The Executors of the Estate of the late Mr. L. R. NEEDHAM, to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED).

SATURDAY,

the 17th February, 1917, at 3.0 p.m., at No. 6, Mountain View, The Peak, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE.

contained therein.

Further particulars will be published later.

Terms—Cash.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED).

SATURDAY,

the 17th February, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A consignment of

HOUSEHOLD LINEN, &c.

Consisting of—

Sheets, Table Cloths, Serviettes, Towels and Bath Sheets, Dusters, Bed-spreads, Lady's and Gent's Handkerchiefs, Pillow Cases, Underskirts, Ladies' Underwear.

Also

A number of Lady's Sweater Coats (new)

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A number of lots of Lace Curtains.

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PHYSICIANS' RECOMMEND THIS

MADE IN LONDON—GALL CHEMISTS

STRENGTH IS WHAT YOU NEED

If you are tired, weak, run-down, and lack ambition or nerve force, you are running the risk of having a serious breakdown if you fail to secure proper treatment at once.

For those who are suffering from loss of strength or nerve troubles there is nothing that can equal Sargol for revitalizing the nerve cells and bringing strength and energy to every part of the body. Sargol has increased the strength of delicate, run-down, nervous people more than 300 per cent. in many instances. It does not matter whether you have lost your strength and nerve power from over-work, illness, or from your old-time strength and energy if you give it a fair trial. It strengthens the system and tones it up as no other preparation can.

Sargol is a doctor's prescription, and not a patent medicine. It is so carefully prepared that even the weakest stomach will quickly assimilate its strength and nerve-restoring properties. That is why it is prescribed so freely by physicians for those whose strength is below normal. If you are wondering if Sargol would actually benefit you, why not do the one thing which can convince you—the Sargol trial! And with your nerves begging you for help, and your friends worrying about your condition, why not do this soon!

Sargol is sold and recommended in England by such high-class firms as:

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Sargol is sold here in Hongkong by such well-known chemists as: A. S. Watson & Co. Ltd., The Victoria Dispensary, The Pharmacy, Queen's Dispensary, The Edgewood Dispensary, and by other leading dealers everywhere.

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THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

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HIMROD'S

Gives Instant Relief

No matter what your respiratory organs may be suffering from—Croup, Asthma, Influenza, Hoarseness, or Ordinary Cough.

—you will find in this little bottle a remedy that is simple, effective, and powerful.

It is the only remedy that is so simple, effective, and powerful.

It is the only remedy that is so simple, effective, and powerful.

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SIR W. G. ARMSTRONG, WHITWORTH & CO., (LIMITED).

GREAT EXTENSION OF THE UNDERSTANDING.

HELPING OTHER FACTORIES.

At the twenty-second ordinary general meeting of this Company, Mr. J. M. Falkner, Chairman of the directors, said:

This is a fitting occasion to express the great debt which we owe to the knowledge, energy and devotion of our late Chairman, Sir Andrew Noble. At first sight there seems an irony in the time of his death. That a man who had spent all his life in the preparation for what should fail at the beginning of the greatest war the world has ever known—that the man to whom the science of artillery owes more than to anyone else, should die when the fate of Europe is to be decided by artillery—this seems ironical enough. Yet, as it was fitting that the death of Sir Andrew Noble, who built the superstructure, should coincide with what must be considered the closing of an epoch.

QUADRUPLED UNDERSTANDING.

Proceeding the Chairman said:—The old order changes, and is already changed. We are faced with problems of finance, manufacture and labour relations. We have had quadrupled the size of an already gigantic undertaking. There has been great difficulty in completing a balance-sheet because of the complicated regulations that different Government authorities have imposed. The output has enormously increased, but the most important thing is that we have brought it prudent to increase the amount set aside for depreciation, in view of the wear and tear of machinery used continuously. It is difficult to say that even this increased amount is adequate, but this is a point to which we shall give constant attention. As occasion arises. Our shareholders may at least console themselves by the reflection that such a balance-sheet as this is the best possible answer to allegations so often made against armament firms of exploiting the country's necessities.

TEACHING OTHER WORKERS.

A company of world-wide extent and vast complexity of manufacture like this company is necessarily handicapped by heavy-standing charges and foreign expenses, which do not occur in the case of small firms or national factories. Neither of these last bear the expense of a large and highly skilled staff at home and abroad or of endless experiments. They are taught by ourselves and others to have their work laid out for them, and can specialise on a few articles. Since the war began the knowledge and experience of this company has been used to the utmost to broaden the sources of supply. We have surrounded our best men with a staff of experts, and have made a school for teaching others, including the great national factories, to make our own specialities. Our designs and experiences have been put at everyone's disposal. Since the war began we have been asked by the Government to take representative of some 200 manufacturers into our works and teach them our methods. In doing this we are, of course, creating a crowd of potential competitors. This is all as it should be, because all of us wish to help as we can. We are not at all concerned with the final balance sheet as to be struck. We are not free to discuss figures in detail. Our output has enormously increased, and is increasing, but I cannot prophesy what future action the Government may take as to profits.

IMPROVED OUTPUT.

Since we last met the production of war material has steadily improved, and this not only by the introduction of new machinery, but by the introduction of new methods on the part of the workers. Sunday work, except for matters of extreme urgency, has recently been abandoned at the request of the Government. This regulation has come as a great relief to everyone. It has become obvious that we can no longer work physically impossible over-protracted periods. Either the work or the workers must suffer by too long hours. It is hoped that the workers and their unions will see to it that the cessation of Sunday labour does not diminish output. On the whole, an increase of industry and regularity is noticeable. Though there is still much room for improvement, and some deplorable lack of things are better than they were, and this is due partly to the force of example of a vast body of conscientious workers, and partly, I hope, to the influence which the unions are bringing to bear on their members. It may be, also, that there is a growing realization of the seriousness of the war. It could be brought home to every individual how vital the war is to the progress or existence of every home in the nation. I cannot doubt that more unmarked improvement would be shown.

What is technically known as "dilution"—that is, the careful banding of highly-skilled labour by the introduction of less-skilled labour and the substitution of woman labour for man labour—is being gradually extended. For their acquiescence and assistance we acknowledge our obligation to the trade unions, and we hope for their ungrudging help in carrying the principle further during the war. The number of our women workers has largely increased, and their efforts merit very high praise indeed. We are doing all we can to improve the conditions of labour, both male and female, by the establishment of canteens and clubs. Well-to-do workers are devoting special attention to the women.

By bearing in mind what the presence of these death-bedsteads does in the way of "roving off" cruising grounds, one becomes the better able to understand certain naval happenings which might otherwise seem a bit puzzling. (Such, for example, as the periodic "com-

MINES. THE "BARBED WIRE" OF THE SEA.

(FROM THE "DAILY MAIL.")

One cannot be at sea very long in any kind of a fighting ship without discovering that the Navy has its own kind of "barbed wire" to contend against.

This is not a thing about on poles, neither does it bristle up defiantly like the wire which sprays aggressively all along the Western Front.

In fact, there is a wide difference between the two. The latter makes an ugly enough obstacle to face, with its "gooseberries" that tear at the feet and long, octopus-like tendrils that hold on deadly grip whatever they once twist around. But with all its horrors this invention of the Evil One is not nearly as bad as the "barbed wire" which the sailor has to face.

When glancing over an up-to-date chart of the North Sea one finds it blotched all about with "markings" which look like eruptions. As a matter of fact these markings do indicate possible eruptions, for they show the whereabouts of mine-fields. These are the "barbed wire" of the sea, and a nastier thing to run against than the sea, with all its ingenuity in devising methods of destruction, has never been contrived. One need exert no effort of imagination to justify the comparison, for the minefield answers just the same purpose as the barbed-wire entanglement does on shore.

Without it sea war would be a very different matter from what it now is, or, at least, in the narrow waters where all the most important fighting must take place. One has only to look curiously at the situation to understand how important an influence this naval "barbed wire" exercises upon the conduct of operations at sea.

For one thing, it limits the movements of the belligerent forces. Even our Grand Fleet, master though it be of the seas, cannot go wherever it pleases because of the minefields scattered about the water. Whenever the sea Hun wants to "dig himself in" at a base he wants a minefield in front of it, and behind this protection proceeds with his task, well knowing that a British admiral would be so foolish as to play the enemy's game by taking his ships into such a dangerous area.

And they are not little minefields of the Hun puts down. Some of these he has laid in the North Sea are quite the biggest "entanglements" of the kind ever constructed, containing, as they do, thousands upon thousands of blasting death-traps. They have cost him a great deal of money, but from his point of view it has been money well spent, since no hostile ship can get through a minefield unless it knows the secret channels, and where such exist they are continually being changed in order to prevent any of our vessels "discovering" and using them.

KEEPING MINEFIELDS INTACT.

Experience has taught the Hun that he cannot rely for safety even on his naval "barbed wire" unless he spends a great deal of time keeping it intact. Our submarines are very inquisitive and have a habit of "poking their way" through his thorniest "entanglements," which gives the Hun many uncomfortable moments. Although we on this side of the Channel hear nothing about these incidents, time and again have our E-boats crept through his "barbed wire" and dared the Hun in his lair: so much so that he never feels wholly secure against them. Surface vessels, however, are a quite different matter. For them to "jump" a minefield would mean almost certain destruction.

Barbed wire erected against troops can be destroyed by artillery. The kind at sea cannot be swept away in this fashion. A squadron might bombard a minefield until its guns were worn out and the "entanglement" would still be impassable. The only safe way of treating such an obstruction lies in finding out its position and then keeping away from it. And that is the course generally adopted. Minefields play the part of concealed snares as well as protections. Often enough have the Huns tried to entrap our ships into them, though never once have they succeeded in doing this. Numbers of such traps were laid for Sir John Jellicoe, and he fell into none of them. In fact, the only ships lost in German minefields have been the German's own. Just how many they have had destroyed and badly damaged in this way possibly the Admiralty (Admiralty) alone knows. Certainly it is more than one or two, and in practically every case they met disaster by dashing into their own mines when running away from British vessels which were chasing them. The Germans, you see, had to get home somehow, in order to reach safety while our ships were able to stop them when pleased and therefore could keep clear of unnecessary dangers.

By bearing in mind what the presence of these death-bedsteads does in the way of "roving off" cruising grounds, one becomes the better able to understand certain naval happenings which might otherwise seem a bit puzzling. (Such, for example, as the periodic "com-

ings out" of the German High Seas Fleet. Every now and again we are told from Berlin that "Our High Seas Fleet went out into the North Sea yesterday and returned again without meeting with the enemy."

WHAT "COME OUT" MEANS.

Now this may be quite true in so far as the bare statement of fact goes; though a rank lie as regards the implication sought to be conveyed by it. The German Fleet "comes out" in this way quite often—and there is nothing to stop it from doing so. What really happens on these occasions is that the Kaiser's timid "Armada" leaves harbour, steams up and down inshore behind the shelter of its minefields, possibly ventures a little into some neutral three-mile limit, and then "turns again home." As a military effort such a "cruise" counts for nothing, being about equivalent to a battalion of the Prussian Guard going for a route march, twenty miles behind the German front and then boasting that it was not molested en route by any of the Allied troops.

For all practical purposes the two fleets might just as well have a stretch of dry land between them as a minefield, since the one is no more passable to ships than the other, and so long as the German High Seas Fleet keeps within the shelter of its minefields the Kaiser's military effort such a "cruise" counts for nothing, being about equivalent to a battalion of the Prussian Guard going for a route march, twenty miles behind the German front and then boasting that it was not molested en route by any of the Allied troops.

This naval "barbed wire" also accounts for sundry things that happen off Zeebrugge. From that base Hun destroyers creep out and seize Dutch merchantmen by coming from behind minefields and "grabbing" the unlucky Hollanders, much after the fashion of a footpad springing on an unsuspecting traveller from behind a wall.

And the minefield likewise plays an important part in connection with the sporadic forays of enemy torpedo craft. Without it such guerrilla-like adventures would be far less easy. But the raiders can bolt out and bolt back again knowing that after reaching a certain point on the way home they will be pretty secure against attack, as the minefields will stop pursuers from risking their keels in unsafe waters at night.

IT IS NO WONDER, THEN, that the "barbed wire" is down, why don't we watch the places?" one may ask. Are you sure we do not? After all, what do we folks know of what happens at sea? Practically nothing at all. Always the Navy has been silent, now it is quite dumb. But one should not assume that because the Navy is dumb it is likewise asleep. More than our Father Neptune (who is the only person privileged to watch these things) has seen our destroyers playing at "long bowls" across a minefield with enemy destroyers which were taking shelter behind the barrier. And it does not follow that this "barbed wire" must always stay our progress any more than the barbed wire on land does!

THE TANK OF THE FUTURE.

CAPABLE OF CRUSHING ALL BEFORE IT.

Mr. Frank Shuman in the "Popular Science Monthly" writing of his conception of the "Tank of the Future" says:—

It is impossible within the limits of a short article to describe this machine which I have conceived in all its details. Picture to yourself, however, a self-propelled machine, comprising three wheels and a heavily armoured body or car. There are two wheels, 150 to 200 ft. in diameter in front, and a single smaller steering-wheel in the rear. The entire structure is short, so that the turning radius will be small.

No doubt you are familiar with the military tanks of American battleships. They are fitted out with all the latest of the latest work that may be shot away; but the remaining portions will still support the mast.

So I would build the wheels of my war-machine. Why not armour them instead? They would weigh far too much—thousands of tons, in fact. But the hub I would armour—and heavily. There the spokes would be concentrated so thickly that they might be shot away in great numbers. Besides, the hub and axle must be well protected. Therefore the centres of each wheel would be a mass of armour as thick as that of a battle-cruiser.

The two front wheels of this war-machine would have to be spaced about 300 ft. apart. They would have a tread about 20 ft. wide—in other words, about as wide as an ordinary room. I would make them of steel plates four inches thick, bolted together in sections. As the machine is to destroy by virtue of its inherent energy and not by means of guns, it would have a comparatively small car—a car which would not rise above the tops of the front wheels, and which would serve primarily as a housing for the engines. The crew would be small—not more than perhaps 20 men.

I am fully aware that the problem of obtaining engines which will give this war-machine a speed of 100 miles an hour is not easily solved. But if thousands of horse-power can be developed by the engines of pitching and rolling battleships, it is not unreasonable to suppose that competent engineers can be found to design and build steam-engines of 20,000 horse-power, fed by oil-fired boilers.

Mr. Shuman argues that such a machine would not be held up by shell holes unless large tracks were blown up.

INTIMATIONS

Quality.

With LEA & PERRINS' SAUCE, a few drops sprinkled over the meat, fish or cheese, &c., are all that is required to impart the most delicious piquancy and flavour.

The QUALITY and concentration of its ingredients make a little of this sauce go a long way.

Lea & Perrins
The Original and Genuine
WORCESTERSHIRE

The Ideal Regenerative Nerve Food

Sanaphos.

Immediate

Nutrient for Overworked, Underfed

Nerves and Brain

Within ten minutes you will feel distinctly the beginning of the undiminished benefit that Sanaphos gives you. Yet it is not to be confused with harmful stimulants which only make matters worse. It is not a stimulant, not a drug; it is an energising food, which almost instantly begins to give new strength to your nerves and to your body.

Sanaphos

To restore your physical fitness—
To restore your nerves and brain—
To restore your energy and vitality—
To restore your strength and endurance—
To restore your health and happiness—
To restore your life and joy—
To restore your peace and contentment—
To restore your faith and hope—
To restore your love and compassion—
To restore your wisdom and understanding—
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To restore your power and influence—
To restore your glory and honour—
To restore your life and joy—
To restore your peace and contentment—
To restore your faith and hope—
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To restore your love and compassion—
To restore your wisdom and understanding—
To restore your power and influence—
To restore your glory and honour—
To restore your life and joy—
To restore your peace and contentment—
To restore your faith and hope—
To restore your love and compassion—
To restore your wisdom and understanding—
To restore your power

WATSON'S
OLD BROWN SHERRY
EE QUALITY.
A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
Telephone No. 616.

To-day's Advertisements

HONGKONG CANTON & MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, declared at the Ordinary Meeting of Shareholders, held this day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 13th FEBRUARY, 1917. Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, Feb. 13, 1917. 1198

THE CHINA PROVIDENT LOAN &
MORTGAGE CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, No. 4, Canton Road, on FRIDAY, the 23rd FEBRUARY, 1917, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 12th FEBRUARY, 1917, until FRIDAY, the 23rd FEBRUARY, 1917, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, Feb. 13, 1917. 1498

(Continued on page 8.)

THE DIARY

MEMO. FOR TO-MORROW.
9.15 p.m.—Concert at Helena May Institute.

General Memoranda.

THURSDAY, Feb. 15.—
10.30 a.m.—Auction of Miscellaneous Stock (Ladies' Silk Hose and Boots and Shoes etc.).

SATURDAY, Feb. 17.—
10.30 a.m.—Auction of Household Linen at Messrs. Bughea and Houghton.

Noon.—Hongkong Hotel Co.'s Meeting.
2.15 p.m.—Cricket on H.K.C.C. ground.—Club v. Civil Service.

2.30 p.m.—Auction of Household Furniture of the late L.R. Needham at No. 6 Mountain View, the Peak.

MONDAY, Feb. 19.—
5.30 p.m.—Lecture at Helena May Institute.

TUESDAY, Feb. 20.—
Shrove Tuesday.

WEDNESDAY, Feb. 21.—
Ash Wednesday.

FRIDAY, Feb. 23.—
Hongkong Stock Exchange Settlement Day.

SATURDAY, Feb. 24.—
Noon.—Hongkong and Shanghai Banking Corporation's Meeting.

MON. 25, TUES. 26 & WED. 27.—
Hongkong Jockey Club Race Meeting.

THURSDAY, March 1.—
St. David's Day.

SATURDAY, March 3.—
H.K. Jockey Club Race Meeting 'Off' Day.

THURSDAY 5 & FRIDAY, March 9.—
H.K. H. Society's Annual Flower and Vegetable Show.

FOR JOBS.

YOUR NAME

in gold on your

RACE BOOK.

Can you distinguish your Race Book from any other?

Secure speedy return of your Race Book should you mislay it.

Name and Year printed on the cover gold at the CHINA MAIL Office.

Price fifty cents.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The last lecture on Ruskin will be delivered at the Helena May Institute on Friday next, the 16th inst. at 10.15 a.m.

Mr. A. M. Chalmers, H.B.M. Consul-General at Yokohama, has been created a Companion of the Order of St. Michael and St. George.

According to the Chinese papers, the Government has approved the proposal to improve the waterways in the region of Ichang, Chungking and other parts of the Upper Yangtze in order to facilitate navigation.

The Kirin Brewery Company has declared a dividend at the rate of 20 per cent. per annum. It has been decided to increase the present capital of ¥2,500,000 to ¥3,000,000, to provide for a further extension of business.

It is stated that Mr. L. E. Fulford, C.M.G., Consul-General at Tientsin, is shortly retiring and that his place will be filled by Mr. W. P. Ker, C.M.G., Commercial Attaché in Peking. It is probable that Mr. Archibald Rose will go to Peking in Mr. Ker's place.

At H. K. V. R. Order of today's date says:—The following members will attend at King's Park Range on Friday the 16th inst. at 2 p.m. Dress: Drill Order. Sergt. A. Charlton, Ptes. W. L. Lewis, K. W. Bean, F. A. Coleman, T. Oliphant and P. H. Rolfe.

An excellent programme has been arranged for the concert at the Helena May Institute to-morrow night. The contributors will include Mr. Denman Fuller, Mr. and Mrs. Muriel, Mrs. Marley, Mr. Findlay Smith, Mrs. Baleson, the Hon. Mr. Claud Severn, Mr. Leith, Miss Lillie, Mrs. Galloway, Mr. Jones, and Mr. R. Sutherland. The concert commences at 9.15.

CHINA AND GERMANY.

The local Chinese newspapers publish to-day several telegrams dated from Peking and Shanghai on the 9th, 10th and 11th inst., relating to the Chinese protest to Germany.

Though it is not stated definitely in any of them that diplomatic relations have been actually severed, a Peking telegram to the 'Wah Tsu Yut Po', despatched on the night of the 10th inst., says: "The German Minister has received his passport and is leaving on Monday."

A Shanghai telegram, dated the 11th inst., says the Shanghai Arsenal has been instructed by the War Ministry to prevent German steamers leaving Shanghai, and adds that Chinese warships have been on guard at Woosung since last Sunday (the 4th inst.).

It is also stated that public opinion in Peking welcomes the Government's action and that the various political parties propose to form an association to support the Government's diplomatic policy.

It appears from another telegram that the Premier was at first opposed to taking action of any kind at present, and a deputation of the old military school strongly urged him to maintain this attitude, but a deputation from the Generals of the Revolution and the Young China party vehemently advocated the opposite course. The Vice-President also urged the Government in a similar sense, when the majority of the Cabinet were persuaded by degrees to see the matter in this light and the Premier was overruled.

BIG FIRE AT YOKOHAMA.

There was a great explosion followed by a fire in a Yokohama godown on the 2nd inst. and extensive damage was caused to property in the vicinity. It appears that the godown contained a large quantity of gasoline oil, sulphur and other inflammable goods. The damage done is estimated at 30,000 yen.

DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to stop a cough in its early stages and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

THE MAGISTRACY.

SHIP'S CAPTAIN PROSECUTED BY POSTMASTER-GENERAL.

Captain Baylis, Master of the S.S. 'Lien-shing', was summoned before Mr. C. D. Melbourne this afternoon for refusing to receive on board his vessel, G. P. O. mail for Saigon.

The manager of the Man Chuen Steamship Company was also summoned to notify the Postmaster General that the sailing time of the S.S. 'Lien-shing' had been postponed.

Mr. E. D. C. Wolfe, Postmaster General, appeared to prosecute and the case against the Steamship Company was taken first.

The Company's manager deposed that the departure of the S.S. 'Lien-shing' had been delayed because of some trouble with the steamer's water tanks and that as soon as the Company heard of this they notified the G. P. O. that the vessel would not leave on schedule time.

The officer in charge of the G.P.O. launch then testified that he had taken 22 bags of mail out to the S.S. 'Lien-shing' and the Captain had informed him that the ship was not leaving on time and refused to receive the mail on board.

Replying to the officer's testimony Captain Baylis denied having refused to receive the mail and said that he had merely explained to the launch officer that there was no place on board where the mail could be stowed.

Mr. Wolfe then stated that it was provided that every shipping company was bound to give the earliest possible notice to the G. P. O. of any change in the sailing time of any of their ships.

"I do not wish to press the charge against the ship's captain," said Mr. Wolfe, "but I feel that he should be given to understand that a little more courtesy to the G. P. O. officials would avoid considerable trouble. The Steamship Company, however, were grossly negligent in failing to comply with the Ordinance."

His Worship cautioned the Captain and imposed a fine of \$50 upon the Steamship Company.

THIEF OF A PENKNIFE.

A Chinese employee of the Sanitary Department was charged before Mr. C. D. Melbourne with stealing a penknife. Inspector Taylor of the Sanitary Department said that while engaged in removing a case of smallpox from No. 5 New Street he saw the defendant, who was working in the house at the time, take something from a tray and put it in his pocket. Upon searching him he found the penknife, which the defendant said belonged to him. He then called the tenant and when the latter said the penknife was her property the defendant admitted the theft. His Worship imposed a fine of ten dollars.

ALLEGED POCKET PICKING.

A Chinese charged with pocket picking was brought before Mr. J. R. Wood this morning. It was alleged that defendant was caught in the act of stealing a watch from the complainant's pocket while he was walking along Des Vaux Road, just outside the Sun Company store. The defendant pleaded guilty and was sentenced to one month's imprisonment.

CONTRAVENING BUILDING BY-LAWS.

A Chinese contractor was charged by Building Inspector Bergatt with having contravened the building by-laws. It appeared that defendant had failed to comply with certain building requirements in the erection of a house in Whitfield, off Causeway Bay. Mr. Melbourne imposed a fine of \$200.

GERMANY'S SHIPPING LOSSES.

Captain Schroeder, in a lecture before the German Institute of Science, of Navigation, recently stated that since the outbreak of war 122 German ships, representing 452,000 registered tons, had been destroyed by mines or torpedoes; 207 ships, with a cargo capacity of 807,000 tons, had been captured by the enemy and turned to his own use; and 821 merchant ships, of 2,341,000 registered tons in all, were lying in neutral harbours. In German harbours are 400 steamships, of a total of 2,400,000 registered tons. This means that 7.5 per cent. of German tonnage is irrevocably lost, 18.4 per cent. is in the hands of the enemy, 39.1 per cent. is in neutral harbours, and 40 per cent. in Germany.

COMPANY MEETING.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

The thirty-seventh ordinary annual meeting of shareholders of the Hongkong Canton and Macao Steamboat Company, Ltd. was held at noon today at the Company's offices in the Hotel Mansions.

There were present: The Hon. Mr. P. H. Holyoak, (Chairman) Hon. Mr. C. C. Anton, Messrs. R. Shawan, H. W. Looker, S. H. Dodwell, Sir R. Ho Tung (Director) Owen Hughes, M. S. Northcote, C. E. Warren, C. G. Moxon, A. Shelton Cooper, P. Tester, and W. E. Clarke (Secretary).

The Chairman said: As it is past the hour for which this Meeting has been called, and as there is a quorum present, I will ask the Secretary to read the notice convening the Meeting.

The Secretary having read the notice the CHAIRMAN said: Gentlemen,—The Annual Report and Statement of Accounts with Auditors' report attached, having been in your hands for the usual period, I will, with your permission, take them as read. The result of the year's working under review will, I hope, be considered satisfactory by the shareholders, and I trust that the appropriations recommended will meet with your approval.

You will be pleased to know that all cases of litigation pending with the Sze Yap Steamship Co. in connection with collisions were settled amicably in the early part of the year without any financial loss to your Company.

Our trade and passenger traffic returns were very poor in the beginning of the year, but about April, owing to the political troubles at Canton, our earnings from passenger traffic began to improve until August when there was a slight set-back due to the cholera scare. This improvement affected all lines operated by your Company and was due to the general unrest throughout the Province of Kwangtung. Freight receipts during this period of unrest naturally declined and, for the whole year Canton exports, as in the two previous years, showed a big decrease compared with pre-war years. During the same periods, however, we obtained an increased share of native exports owing to the cessation of junk traffic.

In June last your Directors profitably disposed of the wooden steamer 'Hoi Sang' as she had reached that age and condition requiring large outlay in repairs and renewals.

On the 7th November last, the s.s. 'Sui An', after having completed repairs and general overhaul, departed for Macao to resume her usual run on the Macao-Canton Line, when, early on the following morning a fire was discovered on board which spread with great rapidity and completely destroyed the superstructure. Fortunately the Macao Government Fire Brigade was able to render such valuable aid as to save the vessel from total destruction. For this service the thanks and appreciation of this Company have been conveyed to the proper quarter. The Underwriters promptly settled our claim on a lump sum basis, which enabled your Directors to enter into a contract for the reconstruction of this vessel's superstructure on more modern lines, the extra cost of which (estimated at about \$50,000) will have to be considered in this year's working and the completion of this work may be expected about the end of April. All the vessels have been put through their annual surveys and general overhauls including special repairs and renewals to the steamer 'Honam'. All are now in good working order for the current year.

Turning to the Balance Sheet you will notice Loans on mortgage have been reduced by \$34,000, as your Board did not deem it good policy to continue holding such mortgages any longer. This amount, together with other surplus funds, has been invested in first class loan securities, also £5,000 in British Government 4½ per cent. Bonds and \$37,500 (part of \$50,000, now fully paid) in Hongkong Government 6 per cent. War Loan. This latter amount your Board decided to invest to meet the liability of the Company's Staff Provident Fund which amounted to \$44,961.87 at the close of the year and is included in sundry creditors.

The depreciation in shares in Public Companies is accounted for by the rise in exchange and, in consequence, large disposals on the local market by home investors. Certainly the fall in values is not due to paucity of earnings on the part of the Companies we have investments in, and, therefore, I am inclined to think it is only a temporary drop. However, depreciation and appreciation works automatically by means of our Fluctuation Account and therefore does not affect the Profit and Loss Account, which has fluctuated between \$25,000 and \$182,000 during the last ten years and will continue to do so with the rise and fall in share values.

The amount paid for repairs to steamers, lighters and wharves is above the average of former years and is due to increased charges. The cost of special repairs to the steamer 'Honam' had to be debited to Profit and Loss Account on account

of the funds for this purpose being insufficient.

The Bonus recommended for the foreign staff generally is part of a promise made by your Board, when about the middle of the year they had to consider the question of increased emoluments to the floating staff. I feel sure the shareholders will sanction this bonus when they remember the extra work and risks taken during the troublous times in the neighbouring provinces.

I am pleased to say that there has been a considerable reduction in the loss caused by the exchange of subsidiary coins during the last three months of the year. The figures \$72,670.19 it must, however, still be considered a heavy tax on our working.

The tremendous increase in the cost of nearly all supplies and more especially coal have compelled your Board to take a conservative view with regard to the dividend, and I am sure this policy of caution will not fail to commend itself to you. Shareholders will readily recognize the soundness of conserving our resources when you consider the fact that, unlike coastwise and ocean shipping, tonnage in the river trade is far in excess of ordinary requirements.

In reviewing the figures for the year it will be seen that during that period, in spite of strenuous competition and a fair share of serious 'visitations' in the nature of typhoons, pestilence, floods, famine and ever recurring political disturbances, we have written down the value of steamers and properties over \$110,000, added to Insurance and Depreciation Fund \$90,000, carried to Special Repairs Fund \$150,000, invested over \$350,000, in new tonnage and \$160,000 in new wharves, and distributed in dividends over a million and half dollars.

I do not think there is anything else in the Balance Sheet that requires special mention, but should any shareholders desire to ask any further questions, I will answer to the best of my ability, after the adoption of the Report and Statement of Accounts, has been proposed and seconded.

The Chairman then proposed and Mr. Owen Hughes seconded the adoption of the Directors' Report and the Statement of Accounts and the motion was carried.

Mr. T. F. Hough then proposed and Mr. M. S. Northcote seconded, the re-election of Sir Robert Ho Tung and Mr. S. H. Dodwell, as directors, and the Chairman proposed and Mr. G. C. Moxon seconded, the re-election of Messrs. Bernard Brown and A. R. Lowe as auditors for the ensuing year at a remuneration of \$400 each.

Both proposals were carried.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED.

The report for presentation to shareholders at the thirtieth ordinary annual meeting states:—

The Directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1916.

The profit on working was \$706,744.55 as compared with \$471,292.75 in 1915.

The balance at credit of Profit and Loss account, including \$105,895.67 brought forward from last year and after deducting Directors' and Auditors' fees, and paying for all interest and repairs, amounts to \$728,080.81, which it is proposed to appropriate as follows:—

To pay a dividend of 8%—\$240,000.00
" bonus of \$2 per share 120,000.00
To write off Launches 10,000.00
" Machinery and Plant 43,295.30
" Plant 13,727.05
" Kowloon Wharves 55,515.29
" West Point Wharf 500.00
" Railways and Rolling Stock 10,000.00
" carry forward to new account 225,043.17

\$728,080.81

Business.—The political trouble in South China created an unusual demand for godown accommodation and was responsible for a large increase in our storage earnings. Receipts from wharf and lighter work also improved.

Land.—M. L. 91 (old Police Basin) has now been filled in.

Buildings.—Two single-storey godowns are being erected—one on Kowloon Inland Lot 211 and the other on Kowloon Marine Lot 21.

Wharves.—No. 5 was completed in October. The sea bed in the vicinity of this wharf has been dredged to meet the requirements of deep draught steamers now calling at this port.

Launches.—It will shortly become necessary to replace our older launches.

Lighters.—A secondhand 200 ton Steel Lighter was acquired during the year.

Directors.—Mr. E. V. D. Parr has joined the Board. Mr. J. W. C. Bonnar retired during the year and his place was taken by Mr. A. O. Lang. Hon. Mr. E. Shellin and Mr. A. David retired according to the Articles of Association and being eligible offered themselves for re-election.

Auditors.—Messrs. F. Maitland and H. Percy Smith, F.C.A., have audited the accounts now presented and offer themselves for re-election.

Hongkong, 31st January, 1917.

C. E. ANTON,
Chairman.

In a leading article maintaining that there must be no economic war after the war, the 'Frankfurter Zeitung' lays stress on the importance for Germany of a free world market, and attacks those who dream of a 'Kontinental Railway' or a 'new economic policy' with Russia as compensation for it.

HOIHOW NOTES.

(From Our Own Correspondent.)

Hoihow, Feb. 8.

The Chinese holiday season was observed in Hainan this year very much in the same manner that it was before the revolution. The police in Hoihow forbade the carrying of the idols in the usual processions, but the processions went through the streets without the idols.

GENERAL LUNG RESTORES PEACE.

The coming of General Lung to Hainan has brought peace to the districts in the 'East of the Island'. Many of the so-called rebels have returned to the Western side of the island, where they have been looting travellers. A foreigner coming out from the interior found ten travellers, during one day's travel, where travellers had been robbed during the previous week. Coolies refused to travel that road without a guard of soldiers.

THE AMERICAN PRESBYTERIAN MISSION.

The American Presbyterian Mission has recently held its twenty-fifth annual meeting at Kachek near the east coast. It was then reported that the number of baptized converts connected with the mission is 1,816, and that the Mission has the goodwill of the people everywhere. This was not shown to Mr. Gilman on his recent visit to Luichow on the mainland, where pirates held up the junk on which he was travelling, and took everything that they wanted from the boat and passengers.

When General Lung first came to Hainan there were reports of disorders committed by his followers in different places, and one of the missionaries in Kuangchow had a horse stolen. Several of the soldiers were punished, and one was shot for wounding a villager; and there is now much better feeling shown towards the new comers than at first. The Yunnan and Hunan soldiers that he brought scattered everywhere through the island to the number it is said of over ten thousand.

SPORTING.

TRAINING TIMES.

There were a few gallops this morning on the inside course, which was rather heavy going.

The times taken were:—
Marechal (1) and Monstro (2), 1 mile, 34.2; 1.07.2; 1.41.2; last 1/4, 34.2.
Nancy, 1 mile last 1/4, 36; 1.12.2; 1.48.2; last 1/4, 36.

Golofina (1) and Cadzow's Star (2), 1 mile last 1/4, 40.2; 1.18.2; 1.53; last 1/4, 34.3.

Crosby, 1 mile, 35; 1.10; 1.42.2; last 1/4, 32.2.

Capitano, 1 mile last 1/4, 35; 1.10; 1.42; last 1/4, 32.

Arsenal, 1 mile, 32; 1.08; 1.40; 3.16; last 1/4, 30.

Oak Bar, 1 mile, 36; 1.10; 1.43.4; 2.17; last 1/4, 33.1.

Lee and Son, 1/2, 3.57.

Tox Collection, 1 mile last 1/4, 32.4; 1.06.3; last 1/4, 33.4.

Kharlin, 1 mile, 32; 1.09; 1.40; 2.14.2; last 1/4, 34.2.

Sandala, 1 mile, 42; 1.13.2; 1.47.1; 2.23.3; last 1/4, 35.2.

The Jockey, 1 mile, 35.3; 1.06.4; last 1/4, 31.1.

Bradenovna, 1 mile last 1/4, 35; 1.07; last 1/4, 32.

Sonyozna, 1 mile last 1/4, 33; 1.06.1; last 1/4, 33.1.

Old King Cole, 1 mile last 1/4, 33; 1.07; last 1/4, 34.

Huan, Huan, 1 mile, 32.4; 1.06.3; last 1/4, 33.4.

Golofina, 1 mile, 1.04.3.

Fieldmore (1) and Dooker (2), 1 mile, 36.2; 1.09.2; last 1/4, 31.

HOCKEY.

UNITED SERVICES LEAGUE.

On Thursday, 15th inst., at Happy Valley will be played what might be called the Cup Tie Final for the Shield, between the Volunteer 'A' Team and the 88th Coy. R.G.A. The trophy will be 4.45 p.m. The Volunteers will play in colours and the Volunteers in khaki. A very interesting and hard fought game should be witnessed. The Volunteers will be represented by:—
Racks—E. W. Hamilton, F. W. S. Evans, C. B. Johnson, Halves—E. J. R. Mitchell, K. Brayshaw, (Capt.) F. A. Redmond, Forwards—R. A. Brand, R. Hutchison, A. D. Ball, F. R. Smyth, G. Mackin.

If the Volunteers lose or draw the Shield will go to the Gunners, so the Volunteers have got to win to retain their last year's laurels.

If France has remained a country of miraculous awakenings and splendid innovations, Great Britain has remained the fastidious of persistence, calm and inflexible determination, whose reverses and defeats only temper and harden. These qualities must then be united in the final motto: 'To the end'—M. Charles Humbert in the 'Journal'.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STEAMSHIP	To Sail	REMARKS
SHANGHAI, MOJI & KOBE			
ONDO via SINGAPORE, PENANG, COLOMBO, BOMBAY, Port Said & MARSEILLES			
SHANGHAI, MOJI, KOBE AND YOKOHAMA			
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES			

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

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O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

North American Line: For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA. (TRANS PACIFIC)
"PANAMA MARU" Monday, 10th Feb., at 3 p.m.
"MANILA MARU" Thursday, 1st Mar., at 3 p.m.

FORMOSAN LINE: For Tamsui, Keelung, Amoy and Takao, via Swatow and Amoy.
"SOSHU MARU" Thursday, 15th Feb., at 8 a.m.
"AMAKUSA MARU" Sunday, 18th Feb., at 10 a.m.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf telephone No. 76 will be fixed.

SOUTH AMERICAN LINE: Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE: Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE: Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE: Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.
H. YAMAUCHI, Manager.
No. 1, Queen's Building.
Tel. Nos. 744 & 745.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

THE Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steamers fitted with Wireless Telegraphy. For dates of arrival and departure and all further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

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REGULAR SAILINGS FOR BOSTON & NEW YORK via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

AKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APOAR LINE Sailing from Hongkong.

Steamer from Hongkong, on or about	Connecting at Calcutta with	On or about
A steamer	Shortly	

For freight and further particulars apply to DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

Sails on or about
"KURE MARU" For Moji, Kobe & Yokohama ... 28th Feb.
"KUTO MARU" For Moji, Kobe & Yokohama ... 15th March.
For sailing dates, Freight or Passage apply to DODWELL & CO. LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMSHIP	To Sail
QUINHOON	KAHING	Feb. 14, Daylight
SHANGHAI	PAOTING	Feb. 14, Daylight
PARHAI & HAIPHONG	SUNGKANG	Feb. 14, at 10 a.m.
MANILA, CEBU & ILOILO	CHUSAN	Feb. 14, at Noon
TSINGTAO, WEIHAIWEI, CHEFOO	SHANSI	Feb. 14, Daylight
SWATOW & SINGAPORE	LIANGCHOW	Feb. 15, at 10 a.m.
SHANGHAI	SUNGKANG	Feb. 15, at 4 p.m.
SWATOW & SINGAPORE	CHUSAN	Feb. 17, at 10 a.m.
SHANGHAI	SHANSI	Feb. 18, Daylight
MANILA, CEBU & ILOILO	TAMING	Feb. 21, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE. Two Screw Steamers "Chinua," "Taming" & "Tea" Excellent Saloon accommodation amidst Electric Fans fitted. Extra state-rooms on deck at "Taming" and "Tea".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO. S.S. "Anhui," "Chenun," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMSHIP	To Sail
SHANGHAI	KWONGSANG	FRIDAY, Feb. 16, Daylight
MANILA	YUENSANG	SATURDAY, Feb. 17, at 3 p.m.
SHANGHAI	WINGSANG	SUNDAY, Feb. 18, Daylight
SANDAKAN	HINSANG	WEDNESDAY, Feb. 21, at Noon
MANILA	LOONGSANG	SATURDAY, Feb. 24, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Tel. No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.



THE ROYAL MAIL STEAM PACKET COMPANY.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM

AND INTERMEDIATE PORTS

PLEASE APPLY TO

JARDINE, MATHESON & Co., Ltd., Agents.

Tel. No. 215, Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD. AGENTS.

Telephone Nos. 221 & 222.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.
HAICHING Capt. W. C. Passmore THURSDAY, 15th Feb. at 11 A.M.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SIBERIA MARU	18,000-18 knots	Mon. 26th Feb.
TENYO MARU	22,000-21 knots	Tues. 6th Mar.
NIPPON MARU	11,000-15 knots	Sat. 24th Mar.
SHINYO MARU	22,000-21 knots	Mon. 2nd April
PERIA MARU	9,000-14 knots	Mon. 16th April
KOREA MARU	18,000-18 knots	

First Class to London G\$348. (271-10-0) Return G\$639. (2125)
" " " San Francisco G\$250. " G\$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

For full particulars as to Passage and Freight apply to T. DAIGO AGENT.
KING'S BUILDING (Opposite Blake Pier).
Telephone 291.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMSHIP	Displacement	SAILING DATES
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	YOKOHAMA MARU	14th Tons 12,600	WEDNESDAY, 14th Feb. at Noon
	TAMBA MARU	12th Tons 12,600	TUESDAY, 6th March at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,000 Tons 9,000	FRIDAY, 16th March at 10 a.m.
SEANGHAI, KOBE & YOKOHAMA	KITANO MARU	18,000 Tons 18,000	THURSDAY, 22nd Feb. at 11 a.m.
	PENANG MARU	10,000 Tons 10,000	SATURDAY, 24th Feb.
SHANGHAI & KOBE	TENSHIN MARU	9,000 Tons 9,000	SATURDAY, 17th Feb.
	TOSA MARU	10,000 Tons 10,000	WEDNESDAY, 21st Feb.
KOBE Direct	YETOROFU MARU	10,000 Tons 10,000	FRIDAY, 23rd Feb.
	BENTEN MARU	8,000 Tons 8,000	SUNDAY, 25th Feb.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA AND COLOMBO.

§ Wireless Telegraphy.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA AND COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA, B. MORI Manager.

Telephone Nos. 221 & 222.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship, "MIYAZAKI MARU," having arrived from SINGAPORE, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 15th February, 1917, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, Feb. 13, 1917. 1439.

THE "ABAD" S.S. LINE.

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship, "BANDAI MARU," having arrived from SINGAPORE, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 15th February, 1917, will be subject to rent.

No Fire Insurance will be effected by the undersigned in any case whatsoever. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives by appointment. All claims of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

H. M. H. NEMAZEE, Agent.

Hongkong, Feb. 13, 1917. 1490.

KONINKLIJKE PERKEVAART

MAATSCHAPPY.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship "JACOB,"

having arrived from the above port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained. Goods not cleared by 15th February, 1917, will be subject to rent.

All broken, chipped and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on 17th February, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN L.N. Agents.
Hongkong, Feb. 12, 1917. 1492.

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. F. ADAMS, 11 & 12 Clement's Lane, Lombard Street, E.C. T. B. BROWN & Co., Ltd., 183 Queen's Road, Victoria Street, CLARK, SON & FLATT, 35 Grace Church Street, E.C. 4. J. H. L. L. 30, Cornhill, GORDON & GORDON, 15, St. Bride Street, E.C. 4. ROBERT WATSON, 150 Fleet Street, E. MITCHELL & Co., Snow Hill, Holborn, Piccadilly, E.C. 1. KERRIE & Co., 3 Whitefriars Street, E.C. 4. MATHESON & OSWALD, Ltd., 11, 12, New Bridge Street, E.C. 4.

SOUTHLAND.—FRED. L. BROWN, 8 North St. David Street, Edinburgh.

PARIS AND EUROPE.—MAYSON FRERES & Co., 18 Rue de la Grange, Bateli, Paris.

NEW YORK.—T. B. BROWN, Ltd., 201 Wall Street, New York City.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

FOOCHOW.—BROOKLYN & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & JONES, Melbourne and Sydney.

CEYLON.—W. H. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

SHANGHAI.—MORSE KELLY & WALES, Ltd.

JAPAN.—MORSE KELLY & WALES, Ltd., Kobe and Yokohama.

CANTON.—PAUL & Co.

THE CHINA MAIL, LTD., Wyndham Street, Hongkong.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the Estate of the late Mr. L. R. NIXON, to sell by Public Auction, on

SATURDAY,
the 17th February, 1917, at 2.30 p.m.,
at No. 15, Mountain View, the Peak.

VALUABLE HOUSEHOLD FURNITURE,
&c. &c.

contained therein.

Comprising:—

Ball Stands, Teakwood Upholstered
Settee, Armchairs and Sofas, Indian
Beds and Carpets, Blackwood Tables,
Blackwood Armchairs and Settees,
Handsome carved Blackwood Screens,
Stands &c., a small collection of Carved-
wood Figures, Vases, Brasses, &c.,
Pewee and Engraving, large Side-
board, Extension Dining Tables and
Chairs, Electric plate, Ware and Cutlery,
large Dinner Service (complete), Glass
Ware, Spirit Lamps, &c., &c.
Teakwood Wardrobes, Chest of
drawers, Dressing Tables, Washstands,
Single Iron Bedstead, Sundry Bed and
Table Linen, Pantry, Kitchen and Bath
Room Utensils, &c., &c.

On view Friday, 10th inst. from 2 p.m.
Catalogues will be issued.

Terms—Cash.

HUGHES & BOUGH,
Auctioneers.

Hongkong, Feb. 13, 1917. 1493

TO LET

TO LET.

OFFICES, 2nd Floor, St. George's
Buildings.

Apply to—
SHEWAN, TOMES & Co.

Hongkong, April 7, 1916. 511

TO LET.

FLATS in "Two Moss" No. 3, The
Peak, apply Property Office,
JARDINE, MATHESON & Co., Ltd.

Hongkong, Sept. 1, 1916. 691

TO LET.

OFFICES on 1st Floor, No. 3 Queen's
Road Central, at present in the
occupation of The China Fire Insurance
Co., Ltd.

Apply to—
CHINA FIRE INSURANCE CO., LTD.

Hongkong, April 23, 1916. 50

TO LET.

NO. 42 Egin Street.

Apply to—
**PERCY SMITH,
SETH AND FLEMING**

Hongkong, Oct. 31, 1916. 1197

TO LET.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue,
Kowloon.

TO LET OR FOR SALE.

Kowloon Marine Lot 48 with wharf
area 55,000 sq. ft. suitable for coal
storage or erection of godowns.

Apply to—
**HUMPHREYS ESTATE & FINANCE
CO., LTD.**

Alexandra Buildings,
Hongkong, Feb. 7, 1917.

TO LET.

OFFICES at 2 Connaught Road.

OFFICES in King's and York Buildings,
HOUSES in Cliff Gardens, Conduit
Road.

HOUSES in Broadwood and Moreton
Terraces.

HOUSES on Shamene, Canton.

Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

THE

CHINA MAIL

Can be obtained at the following

places in Hongkong:—

The Hongkong Hotel

The Hongkong Ferry Wharf

The Kowloon Ferry Wharf

The Upper Peak Tram Station

The Lower Peak Tram Station

Wo Cheong (D'Aguiar) Street

Thau Cheong (Bank Street)

etc.

WE STOCK

Tools—Electric Hand Lamps—Tyres
Fire Extinguishers—Wire Mosquito Netting
Blow Lamps—Pressing Stones—Canvas Yacht
Fittings—Typewriters—Dry Batteries
Accumulators—Oils—Grease—Varnish—Wax.

ALEX. ROSS & CO.,

Machinery Office.

PHONE 27. 4, DEN VEREY ROAD.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price \$13 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ltd., Wyndham Street.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE

COMPANY, LTD.,
and
THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1916,
£23,970,367.

Authorized Capital £20,000,000.

Subscribed Capital £4,500,000.

Paid-up Capital £2,437,500.

Fire Fund £3,837,047.

Life & Annuity Funds £17,537,530.

Sinking Fund Account £123,230.

Revenue Fire Branch £2,381,456.

Life and Annuity Branches £2,141,593.

Revenue Marine Department £37,239.

Other Receipts £473,940.

£23,970,367.

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

EXCHANGE.

Hongkong, February 13, 1917.

On London—

Bank Wire ... 2/4

On demand ... 2/4 9/16

30 days sight ... 2/4 1/2

4 months sight ... 2/4 1/2 1/16

Credits, 4 months sight ... 2/4 1/2

Documentary, 4 months sight ... 2/4 1/2

On Paris—

On demand ... 330 1/2

Credits, 4 months sight ... 331

On New York—

On demand ... 56 1/2

Credits, 60 days sight ... 56 1/2

On Bombay—

Wire ... 172 nom.

On Calcutta—

Wire ... 172 nom.

On Singapore—

On demand ... 101 1/2

On Manila—

On demand ... 113

On Shanghai—

On demand ... 110 1/2

On Yokohama—

On demand ... 110 1/2

Gold Leaf, 100 fine (per tael) ... 47.70

Sovereigns (Banks' Buying Rate) ... 88.55 n.

Silver (per oz.) ... 38 1/16

Bar Silver in Hongkong ... 18 1/2 nom.

Chinese Copper Cash ... 1 1/2 p.n.

Chinese Copper Cents ... 1 1/2 p.n.

Rate of Native Interest ... 6 1/2 p.n.

Chinese Sub. Coin ... 2 1/2 dia.

Hongkong Sub. Coin ... par

HONGKONG REGISTER.

Barometer ... 30.27 30.23 30.59

Temperature ... 61 63 65

Humidity ... 60 62 60

Direction of Wind ... S E S E

Force ... 2 3 3

Weather ... b b b

Rain ... 0.13 0.00 0.00

Highest open air temperature at the time of
lowest open air temperature at the time of

T. F. CLAXTON, Director.

Hongkong, Observatory, Feb. 13, 1917.

ECZEMA SPOTS
GREW LARGER

And Spread. Burning Sensation.
Great Itching.

HEALED BY CUTICURA

"The first sign I had of eczema was small
red spots on my limbs. They became irri-
tated with a burning sensation and, after-
wards a great itching came on which caused
me to lose a great deal of rest. The itching
got so bad that I could not help scratching
and the spots grew larger and spread."
"I saw a Cuticura Soap and Ointment
advertisement and sent for a free sample
and soon felt the cooling of the affected
parts so I continued using them and I was
healed." (Signed) William Albert, Shure-
hach Field, Norwich, Conn., Eng., Aug. 4,
1915.

Sample Each Free by Post

With 3-p. Skin Book. (Soap to cleanse
and Ointment to heal.) Address post-card
for sample: F. Newbery & Sons, 27, Char-
terhouse Sq., London. Sold everywhere.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour ... 10 cents.

Half hour ... 20 "

One hour ... 35 "

Three hours ... 70 "

Six hours ... 140 "

Day (6 a.m. to 6 p.m.) ... \$1.00

If the trip is extended beyond Victoria,
half fare extra.

Between the hours of 8.30 p.m. and 6
a.m. the above fares shall be increased
by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour ... 0.60 cents.

Three hours ... 1.50 "

Six hours ... 3.00 "

Day (6 a.m. to 6 p.m.) ... 6.00 "

Day (6 a.m. to 6 p.m.) ... 1.50 "

Day (6 a.m. to 6 p.m.) ... 2.00 "

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour ... \$0.15 \$0.20

Half hour ... 0.20 0.40

One hour ... 0.30 0.60

Two hours ... 0.50 0.80

Three hours ... 0.70 1.00

Six hours ... 1.00 1.50

Day (6 a.m. to 6 p.m.) ... 1.50 2.00

IV.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour ... \$0.15 \$0.20

Half hour ... 0.20 0.40

One hour ... 0.30 0.60

Two hours ... 0.50 0.80

Three hours ... 0.70 1.00

Six hours ... 1.00 1.50

Day (6 a.m. to 6 p.m.) ... 1.50 2.00

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Day (6 a.m. to 6 p.m.) ... 1.50 2.00

Day (6 a.m. to 6 p.m.) ... 1.50 2.00

WEATHER REPORT.

* On the 13th at 11.55—No returns from
Japan. Pressure has increased slightly
to moderately in all other districts, except
in the extreme South where it is nearly
stationary.

The anticyclone appears to be sta-
tionary over China. It has strengthened
slightly.

Fresh monsoon is indicated along the
east coast of China and over the north
part of the China Sea.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inch. Total
since January 1st, 0.62 inches, against an
average of 5.19 inches.

Forecast for the 24 hours ending at
noon on the 14th February:—

1.—Hongkong to Gap Rock: N.E.
winds, fresh; fine to cloudy.

2.—Formosa Channel: N.E. winds,
strong.

3.—South coast of China between
Hongkong and Lamocks: The same as
No. 1.

4.—South coast of China between
Hongkong to Hainan: The same as
No. 1.

OFFICIAL NIGHTS IN FEBRUARY.

The following table shows the Stan-
dard Time at which Official Night ends
and begins during the month of Feb.,
1917:—

Date.	Ends.	Begin.
Feb 13th, 6.44	a.m.	6.30 p.m.
" 14th, 6.43	"	6.31 "
" 15th, 6.43	"	6.31 "
" 16th, 6.43	"	6.31 "
" 17th, 6.42	"	6.32 "
" 18th, 6.42	"	6.32 "
" 19th, 6.41	"	6.33 "
" 20th, 6.40	"	6.34 "
" 21st, 6.39	"	6.35 "
" 22nd, 6.38	"	6.36 "
" 23rd, 6.38	"	6.36 "
" 24th, 6.37	"	6.36 "
" 25th, 6.36	"	6.35 "
" 26th, 6.36	"	6.35 "
" 27th, 6.35	"	6.37 "
" 28th, 6.34	"	6.38 "